

## Appendix A - Airports Division Work Plan / Organization Chart



# **AIRPORTS DIVISION**

**FY 2000**

**AIRPORTS DIVISION**  
**FY 2000**  
**WORK PLAN**

### ACCOMPLISHMENTS

"Great ability develops and reveals itself increasingly with every new assignment."

-Baltasar Gracian, *The Oracle*

## **OUR DIVISION MISSION**

- ◀ The mission of the Airports Division
  - ◀ To provide our customers with guidance and leadership in the planning, development, and operation of the airport system in Alaska
  - ◀ Enable air transportation services to be delivered in a safe and efficient manner, incorporating community and environmental needs

## **OUR VISION**

- ◀ Cohesive team with clear understanding of roles and responsibilities
- ◀ Full automation to input, manage, and disseminate all program information
- ◀ Be a vital resource and recognized as experts in airport planning, design, construction, and operation
- ◀ Effective community/user involvement programs
- ◀ Sufficient staff that is trained, motivated, challenged and valued
- ◀ Educate and market airport division services to all users
- ◀ Encourage State to establish dedicated airport fund and pursue all aviation revenue sources to adequately fund maintenance

***ALASKAN REGION – AIRPORTS DIVISION FY 2000 WORK PLAN******I. System Safety  
Routine Activities***

- 1) Conduct 100% of required FAR Part 139 airport inspection (**31**) and ensure that discrepancies are resolved in a timely manner.
- 2) Review all construction safety plans (**30**) for AIP and PFC projects.
- 3) Maintain Inventory of Commercial Service Airports for Congressional Emphasis Items.
- 4) Continue Surveillance of 5010 Data Quality.
- 5) Maintain inventory of Y2K Compliance.
- 6) Issue grants to improve Safety Areas at 10 locations.
- 7) Incorporate Safety Improvements, such as congressional emphasis items and obstructions removal into the ACIP.
- 8) Runway Incursion prevention/mitigation

***Accomplishments***

- Completed all required certification inspections. Completed 3 surveillance inspections.
- Updated inventory on commercial service airports for RAP.
- All construction safety plans were reviewed.
- Survey of AIP eligible deficiencies in safety areas is 100% complete.
- Y2K compliance complete. Recognized employees for this effort.
- Grants issued resulting in improved safety areas at 12 locations.
- 5 RIATS completed. Runway Safety Workshop held May 19, 2000. Grants issued to Merrill to address RIAT recommendations.
- RAP is being updated 10/00. New target length changed to 3300'. RAP initiatives in CIP Program including Rural access. Legislative briefings completed. 10 grants issued to support improvements at airports with runways less than 3300'.
- Constant surveillance of Capstone progress. Included Capstone discussion in NPS Superintendents meeting. Include AWOS on ALP and in CIP. 34:1 approach surfaces included and visual aids in all airport planning.
- Completed ACIP included needed safety items.
- Supported the ½ sign installation. Grant issued to include installation at 33 locations.
- Inspected thirty-four (34) 5010 sites. Held meetings with the State, published 5010 data.
- 5010 sketches made available on the internet.
- Mat-Su congestion improvement meeting held. Registrants notified. GIS space imaging underway. Airspace air traffic pattern analysis will be completed following receipt of mapping.
- October Airport Development Conference included runway design facilitation, 3300' new State minimum adopted.
- Practicability studies completed for all Part 139 airports as well as for all 2000 and 2001 runway work projects.
- Checklist has been developed and used as documentation in Part 139 inspections.
- Review of airport construction safety plans being done in conjunction with cert inspections and construction projects.
- Identification of certificated airports with ATCT's which have

vehicle crossings is being done in conjunction with Review of the Drivers Training.

- Grant issued to include surface improvements at 34 airports.
- Civil Rights coordination completed. ADA recommendations included in 2000 RAP. ADA requirements programmed in FY 2000 AIP.
- Planning recommendations to improve access are coordinated with sponsors and BIA/FHWA prior to inclusion in the NPIAS.
- Codes in the CIP identified Initiatives. Work with the State of Alaska and Native Communities to overcome land conflicts.
- Involved in railroad study, Traffic studies being done. Regional port study and Fire Island. Development proposal for military airport conversion.
- Facilitated multiple Adak meetings division wide. Planning is underway, temporary Part 139 airport operating certificates issued.
- Completed RAP interviews.
- Fencing included in ACIP, security needs included in APEB scoping criteria.
- Needed Part 107 improvements included in ACIP.
- Security briefed on Bomb Robots. Eligibility questions and security in Adak included in military airport conversion.
- GPS 10% inventories done. Increased length of minimum runways to 3300' to accommodate GPS approaches, pad for AWOS, 34:1 approaches/500' wide primary surfaces. Included in the planning process. Planned for all airport facilities that could accommodate GPS.
- Survey data in Airport Master Plans, loran c coord, completed. NOAA OC chart coordination completed.
- Supported receivers in snow removal equipment. Signed of version 2.0 completed. Capstone included in National Park Service (NPS) meetings, State area plans and Air Force meetings, Capstone considered in design of facilities, AWOS siting and approval.
- Position paper on wind studies analysis completed at Quinhagak and Kivalina.
- Held multiple meetings with USFWS, USDA, Dames and Moore on reducing bird hazard potential in congested Anchorage Airspace. Study underway.

### **I. Security** **Routine Activities**

- 1) Maintain an inventory of airport improvements required under Part 107.
- 2) Incorporate needed 107 improvements into the CIP.

### **III. System Efficiency** **Routine Activities**

- 1) Incorporate the recommendations of state system plan updates and airport master and layout plan updates into the NPIAS.
- 2) Issue grant for AIA project to reduce the number of people exposed to significant aircraft noise(65 DNL or more) .
- 3) Continue quality surveillance of environmental documents.
- 4) Enforce the timely filing of financial reports from each airport in the region subject to the filing requirement.
- 5) Resolve each question on use of revenue in annual reports or OIG audits within the time limits prescribed in ARP procedures.
- 6) Issue grants to rehabilitate surfaces for runways at NPIAS airports.

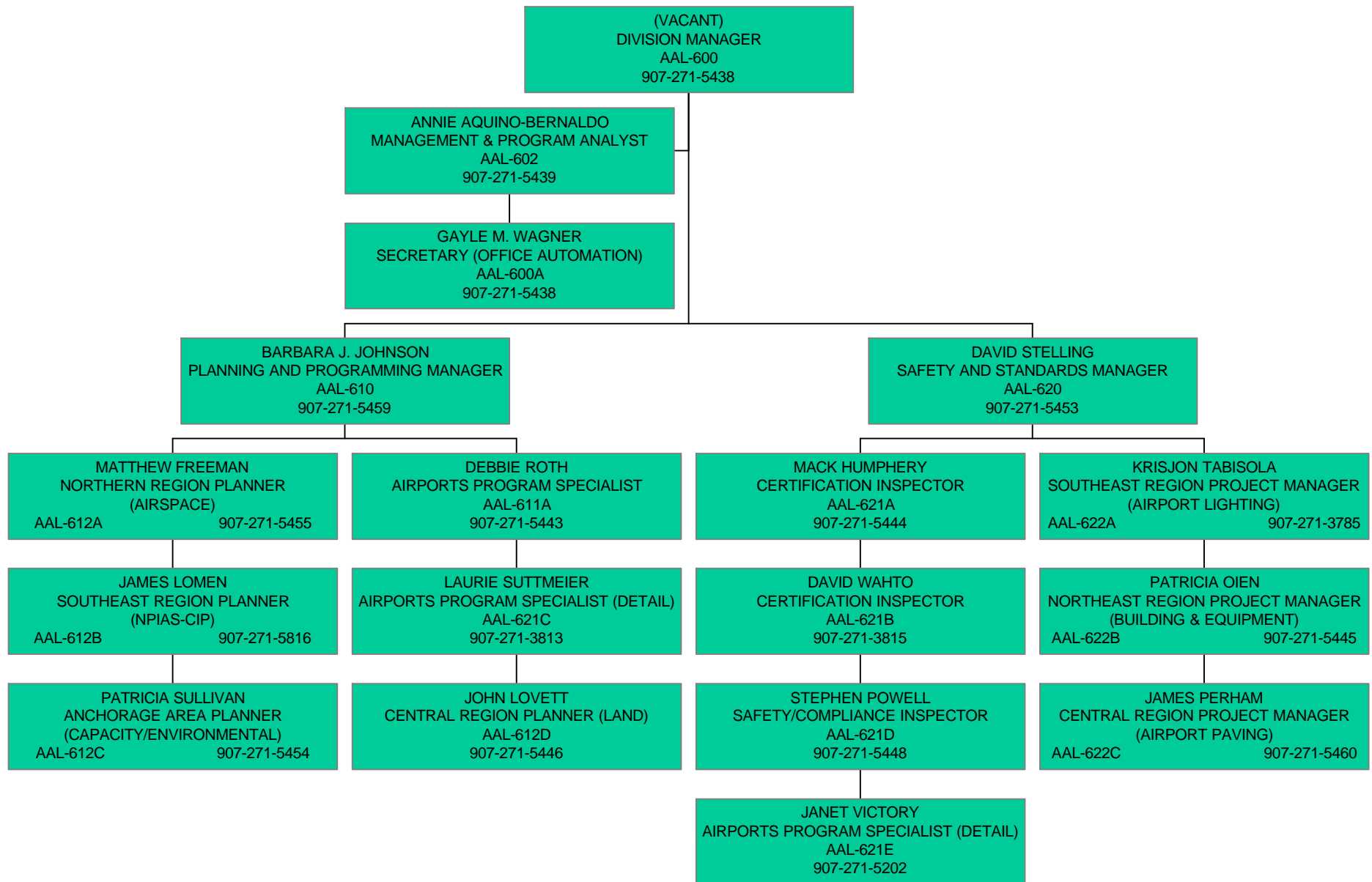
- Wildlife hazards assessments funded at 5 locations. Also included in Airport Master Plans, GA airport with landfills siting analysis.
- Wildlife Hazard Assessments completed 9/00. Wildlife hazard management plans to be incorporated into ACM during Fall of 2001.
- Detailed employee to NPS. Coordination of meeting between RA's, coordination of Superintendents meeting. Kantishna and Chisana Airport Master Plans. Accepted NPS employee on detail to FAA.
- Grant issued for noise monitoring in support of Part 150 study. Corps, USFWS coordination on Juneau, Anchorage, Alakanak and others.
- Environmental specialist completed surveillance of all environmental documents.
- Cat X of some safety work and funding in CIP. Grant issued for Juneau EIS 9/00.
- Emission inventories for Merrill and AIA ongoing. , resource agency meetings on Anchorage and Lake Hood. FAI had committed to do Air Quality conformity study. Coordination with EPA and State for inclusion of airport projects in State Implementation Plan (SIP).
- Part 150 completed. Ground Study scoped and funded.
- Staff training on 106 completed. 106 MOU developed at Sitka. Education of sponsors underway.
- Completed and funded the Sitka graves repatriation/safety area development.
- Supported the Air Quality issue, by educating sponsors during the October Airports Conference. Also informed airport sponsors of additional training opportunities.
- Significant mitigation projects at Sitka, Juneau, and Anchorage underway. Landfill policy communicated.
- First step of sound insulation pilot program in 2000 CIP funded as AIA noise monitoring project.
- Assigned an Environmental lead for consistency to ensure the processing of environmental documents on airport development is done in an environmentally responsible manner.
- Funded first LOI and working to support second. Support of Airport Master Plan and CIP for AIA and FAI.
- Completed the Anchorage Airspace Study.
- AIA Capacity study completed. Monitoring of effectiveness in operations procedures will take place in 2001.
- Supported and funded the General Aviation System Plan.

**1V. Productivity**  
**Routine Activities**

- 1) Issue 50 grant agreements.
- 2) Close out 100% of grants inactive for more than 13 months, and 90% of grants open 4 years or more, towards an overall goal of closing 10% more AIP grants than are obligated.
- 3) Participate in APEB process for project selection and review.
- 4) Continue automation improvements.
- 5) Continue development of internal guidance.

- Ongoing, especially the Native Communities. Worked with Denali Commission for match support of AIP grants.
- PCI on State of Alaska DOT&PF web site. State is implementing through system planning and AIMS.
- Support Tech Center R&D effort to evaluate runway, taxiway separation for large aircraft. Safety and efficiency incorporated into AIA on parallel taxiway study.
- Completed the TERPS analysis alternative for capacity improvements based on airspace study.
- Grants issued to rehab runway surfaces at 11 NPIAS airports plus maintenance grant to improve runway surfaces at 34 airports.
- Efficiency and Streamlining of Grant Agreements underway. Sponsors encouraged to combine projects into single grants. Grant guidance has been issued.
- Facilitated Web access, AIMS, connectivity with AF, Highways, Interagency coordination.
- Work is ongoing with airport sponsors on implementing PFC's. Juneau PFC amendment is underway. AIA and Fairbanks PFC applications processed and collections have begun.
- Training completed on communications with the Native Communities.
- Supported and funded the Alaska Native Cultural Awareness Training.
- Automation improvements completed for 5010 programs and underway for project tracking VOLPE and Rowdy State System.
- Provided an opportunity to develop knowledge and skills to Gabriel Mahns, UAA Aviation Technology student intern and instructor pilot regarding our airport programs. Provided a shadowing experience to Josh Hoyer, King Career Center student.
- Guidance issued on wind and environmental subjects.
- Anchorage International Airport (AIA) financial reports submitted on time.
- Developed tracking system for enforcing the accurate and timely submission of annual financial reports and single audits through public outreach and compliance action. 100% compliance.
- Issued 50 grants – 11 planning and 39 development.

- Closed 136 total grants – 118 of 127 were 4 years and older (93%).
- RAP update underway, interviewed Northern Region, and Southeast Region as well as users, expects 10/00 publish date.
- Completed the coordination and implementation of CIP with the State.
- Supported the Regional MWE Conference. 75% of our employees attended the Regional MWE conference.
- Conducted Airports Conference on October 19-21, 1999, for airports sponsors, consultants and users of airport system and presented the Sponsors Guide. 175 registered over 200 attended.
- Web page has been updated to include the newsletter, Sponsors Guide, 5010 sketches and the RAP.
- DBE new regulations in house training complete. Required contract clauses coordinated with sponsor.
- Promoted the self sufficiency of airports and the use of airport revenue for airport related purposes.
- Completed the identification of AIP carryover funds with Headquarters.
- Published a newsletter to inform sponsor of new legislation program changes and received feedback.
- Provided formal training in core compensation to managers to ensure they understand their new role and require that they actively engage their employees in the subject.
- Participate in the implementation of the core compensation system and keep all employees informed.





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## Appendix B - State APEB Project Evaluation Criteria

### AIRFIELD PROJECTS (page 1 of 3)

Standards	(5)	(3)	(0)	(-3)	(-5)
1. Safety  Weighting: 5	Substantially increases safety	Moderately increases safety	Maintains Status Quo	NIA	N/A
2. Health & Quality of Life (Access to Basic Necessities)  Weighting: 4	Provides a significant contribution to improved health or quality of life	Provides a moderate contribution to improved health or quality of life	Has no effect either positive or negative on health/quality of life issues	N/A	N/A
3. Economic Benefits  Weighting: 3	Provides significant permanent economic opportunities or benefits statewide or interstate. A formal economic evaluation is required.	Provides moderate identifiable, permanent economic opportunities or benefits regionally or locally	Maintains Status Quo	NIA	N/A
4. Community Support  Weighting: 2	Community Public record and state/local plans fully support project. A supporting resolution from local government is required for Community class airports. Local Sponsors receive 5 points, if a supporting resolution has been submitted confirming sponsorship.	Majority of public record supports the project. Nominally supported in official state/local plans.	Public record is divided or undocumented towards the project	Majority of public record opposes the project. Not supported in official state/local plans.	Abundance of public record opposes the project. Opposing resolution from local elected body. Contradicts official state/local plans.
5. Community M&O Contribution  Weighting: 4	Local government assumes ownership of facility, including M&O responsibilities and federal grant obligations	Local government assumes full M&O responsibility of facility	Local government assumes no new responsibilities or cost	NIA	N/A

**AIRFIELD PROJECTS (page 2 of 3)**

<b>Standards</b>	<b>(5)</b>	<b>(3)</b>	<b>(0)</b>	<b>(-3)</b>	<b>(-5)</b>
6. Local Capital Contribution  Weighting: 3	Contribution of state match, design, ROW, and/or materials totals 25% or more of project cost.	Contribution of state match, design, ROW, and/or materials: 1 point per each 5% of project cost. All Local Sponsors receive at least 1 point.	Provides no capital costs; contributes nothing.	N/A	N/A
7. Maintenance & Operations  Weighting: 4	Very High M&O priority	Moderate M&O priority	Not an M&O priority	N/A	N/A
8. Security/ Certification (Certified Airports Only)  Weighting: 2	Corrects deficiencies to meet minimum requirements		No affect on security/certification	N/A	N/A
9. Aviation Alternatives  Weighting: 3	N/A	N/A	No access to other public aviation facilities	Moderate facility redundancy with access to another public airport	Substantial facility redundancy with access to another public airport
10. Community Transportation Alternatives  Weighting: 4	No other transportation alternatives available	Transportation alternatives available. See Note #1.	Transportation alternatives available. See Note #1.	Other alternatives may provide comparable transportation benefits	Other alternatives will provide superior transportation benefits
Note #1: Under Criteria 10, all season road access available to the contiguous highway system or to an alternative airport = 0. Seasonal road access available to the contiguous highway system or to an alternative airport = 2. All season ferry/barge service available = 1. Seasonal ferry/barge service frequency: Weekly or more frequent service = 2; Less frequent than weekly but more frequently than monthly service = 3; Less frequently than monthly service = 4.					

**AIRFIELD PROJECTS (page 3 of 3)**

<b>Standards</b>	<b>(5)</b>	<b>(3)</b>	<b>(0)</b>	<b>(-3)</b>	<b>(-5)</b>
11. Runway Length Extension to Meet 3,300' Statewide Standard for Community Airports Weighting: 5	Existing runway is: less than 2,000 feet = 5 2,000 to 2,499' = 4 See Note # 2	Existing runway is: 2,500' to 2,999' = 3 Less than 3,200' = 1 See Note # 2	Existing runway is 3,200 feet or greater = 0  See Note # 2	NIA	N/A
Note # 2: For airports with existing runways less than 3,000' that do NOT otherwise receive any points under Criteria 11, projects which install runway edge lighting receive 1 point and projects which resurface the runway receive 1 point.					
12. Runway Surface Condition  Weighting: 4	Improves poor/failing surface to all-weather capability	Runway surface condition is acceptable but needs improvement	Runway surface condition is good	NIA	N/A
13. Avigation Hazards: Trees in approach; Aircraft in Safety Area; Severe Xwinds/Turbulence  Weighting: 2	Corrects significant hazards	Corrects minor hazards	Maintains Status Quo	N/A	N/A
14. Erosion/Flooding  Weighting: 4	Alleviates immediate threat to airport	Addresses problem needing attention	Maintains Status Quo	N/A	N/A
15. Other Factors Not Previously Evaluated  Weighting: 4	Project shows significant innovation or unique benefits not previously evaluated	Project shows moderate innovation or unique benefits not previously evaluated	All project ranking factors previously evaluated	N/A	N/A

**AIRPORT EQUIPMENT (page 1 of 3)**

<b>Standards</b>	<b>(5)</b>	<b>(3)</b>	<b>(0)</b>	<b>(-3)</b>	<b>(-5)</b>
1. Age of Equipment in years  -Vehicles (smaller)* -Heavy Equipment#  Weighting: 3	*Small vehicles - pickups, vans, sedans  >7 >15	*Motorgraders, loaders, dump trucks, tractors dozers, snow blowers, ARFF trucks, etc.  7 15,14,13	N/A 12,11,10,9	6,5 8,7,6	4 or less 5 or less
2. Hours or Miles  -Vehicles (smaller)* -Heavy Equipment  Weighting: 3	*Small Vehicles - pickups, vans, sedans, etc. >65,000 miles >6,500 hours	<65,000>45,000 miles <6,500>5,500 hours	<45,000>35,000 miles <5,500>4,500 hours	<35,000>15,000 miles <4,500>2,500 hours	<15,000 miles <2,500 hours
3. Mechanical or Operating Condition  Weighting: 4	Poor condition. Frequent breakdowns resulting in substantial down time.	Fair condition. Problems reported frequently and repairs completed which require above average down time.	Good condition. Requires routine maintenance and minor repairs.	Very good condition and dependable.	Excellent condition - Equipment is like new and very dependable.
4. Changes in Airfield Conditions/ Needs  Weighting: 4	Substantial increase in surface area requiring service and/or change in type of equipment needed.	some expansion of surface area requiring service and/or change in type of equipment needed.	No changes made to area service or equipment needs.	Some reductions of surface area requiring service or equipment needs.	Substantial reduction of surface area requiring service or equipment needs.

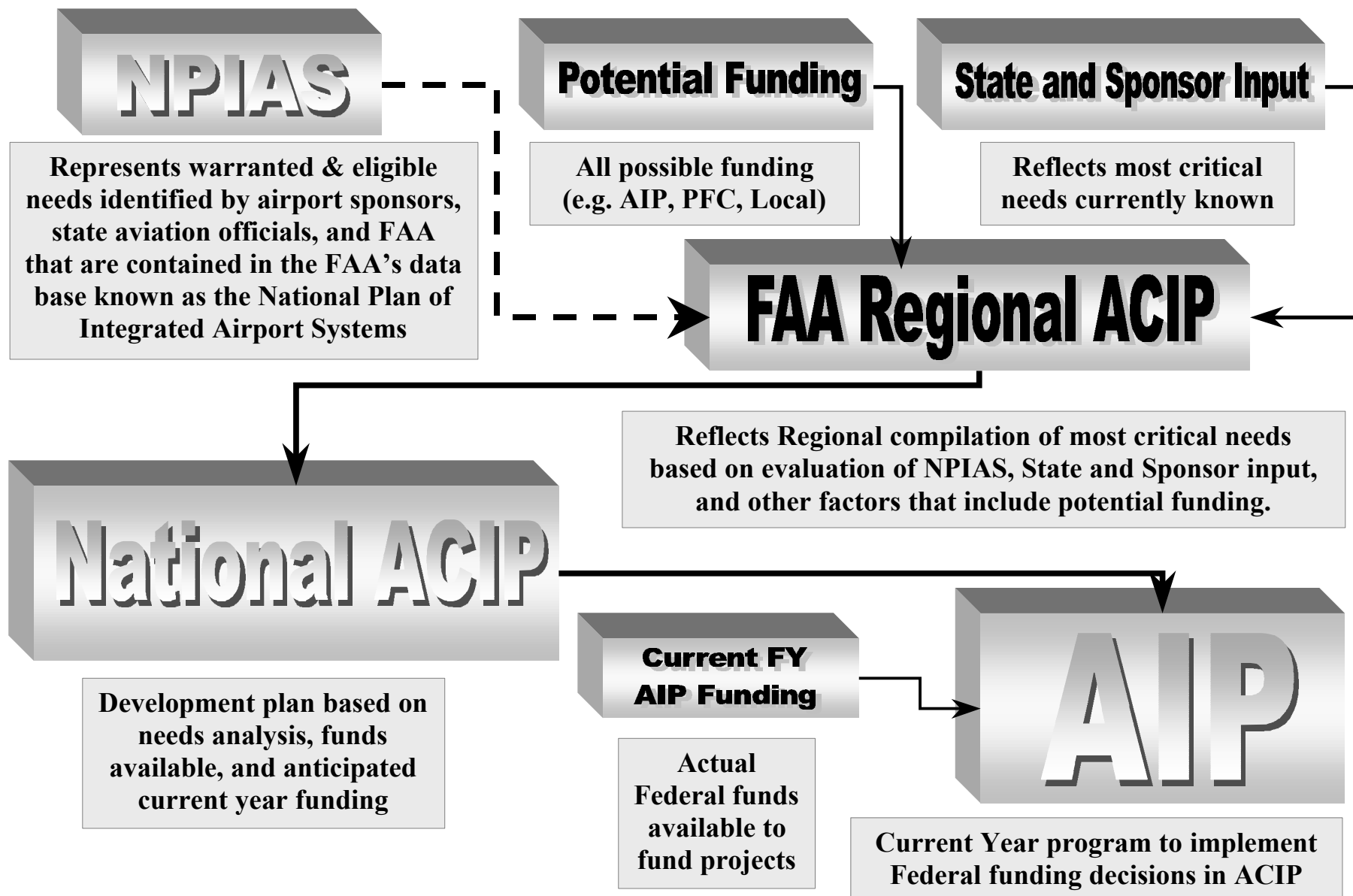
**AIRPORT EQUIPMENT (page 2 of 3)**

<b>Standards</b>	<b>(5)</b>	<b>(3)</b>	<b>(0)</b>	<b>(-3)</b>	<b>(-5)</b>
5. Safety of On Site Equipment Operations  Weighting: 3	On site equipment operation creates ongoing hazardous conditions for operators and/or passengers.	Reports of hazardous equipment conditions are dealt with routinely and are not considered to be major.	No safety issues exist at this time.	N/A	N/A
6. Existing Equipment Inventory  Weighting: 3	On site equipment size/capacity/type is not adequate for needs of airport	Higher capacity or different type equipment would improve productivity; however existing equipment is adequate.	Equipment meets all requirements at this time.	N/A	Equipment exceeds all requirements at this time.
7. Equipment options for continued operation  Weighting: 2	No alternative equipment available which could fulfill the function in the event of primary equipment failure.	Alternative equipment available which could marginally fulfill the function in the event of primary equipment failure.	Alternative equipment available which could adequately fulfill the function in the event of primary equipment failure.	N/A	N/A
8. Disposition of to-be-replaced equipment  Weighting: 1	Equipment is dependable and will be reassigned to another airport in need of equipment.	Equipment will suffice for emergency back-up and is worth keeping as such.	Equipment is to be used for parts to repair like units, sold or disposed of with no additional use.	N/A	N/A
9. Land ownership status  Weighting: 5	Property ownership is adequate to acquire equipment and title opinion is on file with the FAA.	N/A	Property ownership adequate to acquire equipment, but no title opinion on file.	N/A	Property ownership not adequate to acquire equipment.

**AIRPORT EQUIPMENT (page 3 of 3)**

<b>Standards</b>		<b>(5)</b>	<b>(3)</b>	<b>(0)</b>	<b>(-3)</b>	<b>(-5)</b>
10.	Other factors not evaluated	Equipment acquisition has significant benefits not previously evaluated.	Equipment acquisition has moderate benefits not previously evaluated.	N/A	N/A	N/A
Weighting: 2						

## Appendix C - The Airports Capital Improvement Planning (ACIP) Process



5100.39A



<b>AIRPORTS CAPITAL IMPROVEMENT PLAN PROJECT EVALUATION CHECKLIST</b>			
AIRPORT NAME/CITY	STATE	PROJECT NUMBER	DATE
<p><b><i>Financial Considerations:</i></b></p> <ul style="list-style-type: none"> <li>Local funding commitments</li> <li>Status of non-Federal funding (e.g., State and/or local funding)</li> <li>Entitlement funds commitments</li> <li>Type of funding</li> <li>Innovative financing</li> <li>Joint-use financing</li> <li>Funding alternatives</li> <li>Project scheduling/timing</li> <li>Economy of scale</li> <li>Other - document</li> </ul> <p><b><i>Sponsor Performance:</i></b></p> <ul style="list-style-type: none"> <li>Compliance issues</li> <li>Open grants and un-liquidated grant obligations</li> <li>Historical scheduling</li> <li>Historical close-outs</li> <li>Airport maintenance</li> <li>Other - document</li> </ul> <p><b><i>Planning Factors:</i></b></p> <ul style="list-style-type: none"> <li>NPIAS airport</li> <li>Feasibility of project</li> <li>Project useful life</li> <li>Site approval and airspace clearance</li> <li>Status in State system plan study</li> <li>Status in regional plan</li> <li>Consideration to airport growth factors</li> <li>Benefit-cost analysis</li> <li>Impact on other program planning (e.g. F&amp;E)</li> <li>Multi-modal benefits</li> <li>Environmental review</li> <li>Other - document</li> </ul> <p><b><i>Legal and Regulatory Requirements:</i></b></p> <ul style="list-style-type: none"> <li>Eligibility</li> <li>FAR Part 150/139/107</li> <li>Land acquisition requirements</li> <li>Civil rights requirements</li> <li>Competition plan requirements</li> <li>Status of airport layout plan</li> <li>Modification of standards</li> <li>Other - document</li> </ul> <p><b><i>State and Local Factors:</i></b></p> <ul style="list-style-type: none"> <li>Priorities</li> <li>Economic impact</li> <li>Local position/support</li> <li>Consultation with airport representatives</li> <li>Congressional and other governmental interest</li> <li>Other - document</li> </ul>			

## **Appendix D - Medivac Hospital Points**

**Anchorage**

**Barrow**

**Bethel**

**Dillingham**

**Fairbanks**

**Juneau**

**Kenai**

**Ketchikan**

**Kotzebue**

**Nome**

**Petersburg**

**Sitka**

**Soldotna**

**Wrangell**

## Appendix E - Y-K Landing Strips

VILLAGE	CLINIC	CLINIC	DISTANCE (MILES) FROM			STRIP	LIGHTS	REGION
	PHONE	VHF	BETHEL	ANCH.	ANIAK	LENGTH		
Akiachak	825-4011	68	14.5	383	77	1,625	No	Bethel
Akiak	765-7125	N/A	20	376	72.4	3,200	No	Bethel
Alakanuk	238-3210	8	161	487	181	2,200	Yes	Bethel
Aniak	675-4556	N/A	92	317		6,000 Paved	Yes	Aniak
Anvik	663-6334	68	139	348	77.6	2,910	Unreliable	Aniak
Atmautluak	553-5114	72				1,974	*	Bethel
Chefornak	867-8919	11	95.5	488	187	2,575	No	Bethel
Chevak	858-7029	72	137	516	200	2,610	*	Bethel
Chuathbaluk	467-4114	68				1,560	*	Aniak
Crooked Creek	432-2222	None	142	272	50	2,000	*	Aniak
Eek	536-5314	68	40.7	412	125	1,400	No	Bethel
Emmonak	949-1428	12	164	483	180	4,400	Yes	Bethel
Goodnews	No Clinic	N/A	115	423	184	2,850	No	Bethel
Grayling	453-5120	N/A	153	348	94	2,315	Yes	Aniak
Holy Cross	476-7174	68	118	328	44	4,000	Yes	Aniak
Hooper Bay	758-4711	65	153	533	215	3,300 Paved	Yes	Bethel
Kalskag	471-U2276IL2294	68	71	345	27	3,198	Yes	Aniak
Kasigluk	477-6211	18	25.7	419	110	3,198	Yes	Bethel
Kipnuk	896-5334	19	97	484	189	2,120	Yes	Bethel
Kongiganak	557-5127	8				1,880	No	Bethel
Kotlik	899-4511	65	165	456	163	2,145	*	Bethel
Kwethluk	757-6900	65	11	384	83	1,750	No	Bethel
Kwigillingok	588-8813	22	79.5	455	169	2,500	No	Bethel
Lime Village	526-5113	None	214	182	135			Aniak
Marshall	679-6226	68	76	400	85	1,940	*	Bethel / Aniak
Mekoryuk	827-8145	7	153	548	238	3,070	Yes	Bethel
Mountain Village	591-2620	65	111	454	141	2,520	Yes	Bethel
Napakiaak	589-2711	68	9	403	102	2,150	*	Bethel
Napaskiak	737-7329	6	6	396	96.4	3,000	Yes	Bethel
Newtok	237-2111	23	97	489	174	2,180	*	Bethel
Nightmute	647-6312	68	102	498	189	1,600	*	Bethel
Nunapitchuk	527-5329	68	29	417	108	2,040	*	Bethel
Oscarville	737-7231	68	5	397	95.7	Unavailable		Bethel
Pilot Station	549-3127	68	88	426	112	2,720	*	Bethel / Aniak
Pitka's Point	438-2546	68	99.4	440	126	Unavailable		Bethel
Platinum	No Clinic	N/A	122	433	193	3,640 / 2,050	*	Bethel
Quinahagak	556-8113	12	72.4	417	149	2,600	Yes	Bethel
Russian Mission	584-5611	N/A	70.4	376	60.5	2,700	Yes	Aniak
Saint Mary's	438-2105	9	99	437	123	6,003 Gravel	Yes	Bethel
Scammon Bay	558-5511	68	146	515	199	3,000	Yes	Bethel
Shageluk	473-8231	68	150	328	77	2,300	*	Aniak
Sheldon's Point	498-4228	68	157	493	185	2,060	No	Bethel
Sleetmute	449-4222	N/A	166	249	79	3,100	Yes	Aniak
Stony River	537-3228	N/A	185	222	98	2,555	*	Aniak
Toksook Bay	427-7810	12	114	509	199	1,800	*	Bethel
Tuluksak	695-6991	68	34	366	57.6	2,500	No	Bethel
Tuntutuliak	256-2717	11	43	430	125	1,800	Yes	Bethel
Tununak	652-6829	14	118	513	203	2,010	Yes	Bethel
* Non-standard Private Lights - activated on 122.8 or 122.95								